

**BY ORDER OF THE COMMANDER  
TINKER AIR FORCE BASE**

**TINKER AIR FORCE BASE  
INSTRUCTION 21-101**



**12 MAY 2016**

***Maintenance***

**CRASHED, DAMAGED OR DISABLED  
AIRCRAFT RECOVERY (CDDAR)  
PROCEDURE**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements the Installation Crashed, Damaged or Disabled Aircraft Recovery (CDDAR) Program in accordance with AFI 21-101, Aircraft and Equipment Maintenance Management (Para 11-28) and establishes joint procedures for the recovery of crashed, damaged or disabled aircraft on Tinker AFB or within the geographical area of responsibility of the base. This instruction can be implemented in conjunction with Tinker AFB Plan 10-2, *Installation Emergency Management Plan (IEMP)*, Appendix 3 to Annex A, Aircraft Accidents. This instruction is applicable to all organizations that may be tasked to support aircraft recovery operations, including Tinker associate units. These organizations must be prepared to rapidly deploy crash recovery equipment and personnel for crashed, damaged or disabled aircraft deemed necessary by Oklahoma City Air Logistics Complex and Headquarters, Tinker Air Force Base (TAFB) for crashed, damaged or disabled aircraft. It applies to the Air Reserve and Air National Guard units, except where noted otherwise. Refer recommended changes and questions about this publication to the office of primary responsibility (OPR), 72 ABW/XPX, using the AF Form 847, *Recommendation for Change of Publication*. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW the Air Force Records Disposition Schedule (RDS) located <http://www.my.af.mil/afirms/afirms/afirms/rims.cfm>.

## ***SUMMARY OF CHANGES***

This revision includes refinements to procedures taken from lessons learned during CDDAR Team support to real world aircraft incidents. It also includes administrative changes driven by changes in higher level guidance and organizational symbols.

### **1. Responsibilities:**

1.1. General. The Crashed, Damaged or Disabled Aircraft Recovery (CDDAR) recovery program applies to all host and associate flying organizations. It will also be used to recover transient aircraft if within the capability of the 76 AMXG CDDAR Team. It is designed to recover crashed, damaged or disabled aircraft in a minimum time period and return the airfield to operational status consistent with the following consideration(s):

1.1.1. Open runway for operational use.

1.1.2. Prevent secondary damage to the aircraft.

1.1.3. Preserve evidence for mishap or accident investigations.

1.1.4. Mitigate the mishap's impact on the owning organization's flying mission requirements.

1.1.5. Input from the flying organizations on their mission requirements must be considered.

1.2. Support for CDDAR after normal duty hours (0700-1700).

1.2.1. Immediate response by the 76 AMXG CDDAR Team and required associate units is required during normal operating periods or duty hours. All units will develop emergency recall or mobilization rosters to identify and notify required recovery team members outside normal operating hours. Units must also account for team members being deployed, TDY and on leave.

1.2.1.1. For 552 ACW responses, the 552 MXS Production Supervisor will serve as the 552 ACW's crash recovery point of contact. The Production Supervisor will notify the 552 MXS Repair and Reclamation (R&R) Section to provide qualified CDDAR personnel to the 76 AMXG CDDAR Team.

1.3. The 72 ABW Commander (72 ABW/CC) or designated representative activates the Emergency Operations Center (EOC), notifies the AFSC Commander of the incident, considers activating the Crisis Action Team (CAT) and determines the removal conditions which are designated as:

1.3.1. **Emergency.** This condition requires immediate runway clearance at the risk of losing equipment and evidence. The runway must be cleared in 30 minutes or less.

1.3.2. **Urgent.** This condition requires runway clearance as soon as possible after completion of rescue, firefighting and explosive ordinance disposal (EOD) operations (See Para 2.4, NOTE). The runway will be cleared in less than 1 hour and 30 minutes, unless EOD considerations dictate otherwise, using techniques identified in applicable technical publications. The Incident Commander (IC) will make this determination.

1.3.3. **Routine.** This condition allows sufficient time to use recovery techniques to minimize further damage to aircraft, preserve evidence and precludes exposing personnel or equipment to danger.

1.4. The IC is responsible for ensuring CDDAR Team assistance is requested through the 76 AMXG MOC. During all emergency response situations, the IC is the final authority for determining when the mishap site is safe, and when the investigating authority and/or CDDAR Team may approach the mishap site and/or conduct recovery operations.

1.5. The IC will decide which first responder actions may or may not proceed. The IC, in consultation with the Airfield Manager, Base Safety Officer (72 ABW/SE), CDDAR Team Chief and unit owning the aircraft, will then decide which removal methods are best.

1.6. Tinker AFB has two active runways. If an aircraft crash-lands in the checkerboard area between the two, it may be necessary to clear the aircraft/wreckage as soon as possible to facilitate reactivation of at least one of the runways. If necessary, this action will be directed by 72 ABW/CC upon the recommendation of the Airfield Manager or designated official.

1.7. Typical incident sequence of events:

1.7.1. Immediately after the incident, first responders proceed IAW with TAFB Plan 10-2, Appendix 3 to Annex A. This initiates the Response Phase of the plan.

1.7.2. The IC ensures initial rescue, firefighting, security and safeing of the aircraft is performed. No one other than first responders can enter the mishap area. The mishap scene must be determined safe by the IC prior to any investigation or CDDAR Team actions.

1.7.3. The incident aircraft and its equipment must not be disturbed or removed unless directed or released by the IC, Interim Safety Board (ISB) President or Impoundment Official/owning unit representative. Control of the mishap scene/site remains with the IC. Once the scene is safe to enter, command of the incident aircraft/wreckage is transferred from the IC to the Board President or Impoundment Official/owning unit representative appointed by the Investigating Authority.

1.7.4. Under Emergency or Urgent removal conditions, the recovery/investigation phase may be waived by the 72 ABW Commander.

1.7.5. While the initial response is in progress the CDDAR Team members should prepare and posture the equipment and materials required to recover the aircraft.

1.7.6. The unit owning the aircraft will work through their designated representatives to the EOC to advise the IC of any special considerations. When the incident site is secure the owning unit representatives will coordinate actions through the EOC to provide assistance or information on special recovery requirements (e.g. classified material/equipment).

1.7.7. When response actions are completed, the IC will transfer control of the site to a Recovery Operations Officer to direct actions at the incident site. The CDDAR Team Chief then coordinates recovery actions with appointed investigation officials.

1.7.8. Emergency or urgent removal conditions may bypass the deliberate recovery/investigation phase and dictate expedient ad- hoc planning and execution of CDDAR duties.

1.7.9. Under routine removal conditions when the investigation actions are complete, the Investigation Authority transfers command of the incident aircraft/wreckage to the CDDAR Team Chief to have the recovery or salvage teams restore, reclaim or dispose of the aircraft. Once incident aircraft/wreckage is recovered command of the aircraft/wreckage is transferred back to the Investigative Authority.

## **2. Host Base/Associate CDDAR Responsibilities:**

2.1. The 72 ABW Plans and Programs Office, 72 ABW/XP, is the overall program manager for the CDDAR program for Tinker AFB. 76 AMXG, 507 ARW, 552 ACW, Strategic Communications Wing ONE (SCW-1) and Transient Alert (72OSS/OSM) are responsible for program support to include aircraft recovery operations, qualification and training of assigned recovery team members and inspection of and maintenance of assigned equipment used for this operation.

2.2. The Host Wing, 72 ABW, has overall responsibility for recovery of host, associate or transient crashed or disabled aircraft on or off Tinker AFB. Since associate units are responsible for the condition/repair of assigned aircraft, associate units must be actively involved in assisting the host base in recovery operations during real world responses. Technical expertise, technical data, mission design series (MDS) unique tools/special equipment, expert manpower and airframe/system familiarization are all valuable contributions associate units make to the CDDAR program.

2.3. CDDAR will be accomplished using a Team Tinker approach. Team members for executing CDDAR capability will consist of individuals from 76 AMXG and all Tinker associate flying units. Team members from the unit owning the aircraft will be represented during aircraft recovery. If the Team or owning unit requires assistance, qualified members from other associate units can be requested. Equipment, vehicles, personal protective equipment (PPE) and any other CDDAR requirements needed to recover Tinker assigned aircraft will be identified by each associate flying unit and listed in this instruction. The overall CDDAR Team Chief will best maximize sharing of resources and specifically identify to each associate which resources they will be responsible for maintaining.

2.4. Host units provide recovery support for all associate units as established in support agreements (SA). CDDAR procedures will be coordinated with aircraft maintenance (76 AMXG), the Fire Department (72 ABW/CEF), Safety (72 ABW/SE), Civil Engineering (72 ABW/CE), Emergency Management (72ABW/CEX), Explosive Ordinance Disposal (EOD) Aircraft Support (if required, see NOTE), Security Forces (72 SFS), Bioenvironmental (72 MDG), Airfield Manager (72 OSS/OSAM), Logistics Readiness Squadron (72 LRS), support agreements and vehicles), Contracting (AFSC/PK) and other on/off base agencies as applicable. **NOTE:** 72 ABW/CEF can only perform emergency ground safeing of most ejection systems. Egress technicians must be consulted to conduct render safe procedures to ensure area is safe for investigation and recovery operations. If weapons are on board, EOD Aircraft Support will need to be called in IAW TAFB Plan 10-2.

2.5. Host units must ensure they are capable of providing and supporting recovery operations for all base assigned aircraft, to include associate aircraft. Associate units are required to provide team personnel, participate in host training exercises and maintain specialized equipment inventories.

2.6. Associate units must coordinate with Host Wing for CDDAR recovery support, training, exercises and equipment inventories.

2.7. Host Wing and associate commanders are responsible for ensuring sufficient equipment is available for mobility/deployed operations, as authorized in the applicable allowance standards.

2.8. 72 ABW Program Manager will ensure the support agreement office (72 LRS/LGR) includes CDDAR support in the agreements with associate flying units.

2.9. AFLCMC/HBSLB, Process Control and Improvement Division, will provide personnel and expertise on structural damage evaluation to the 76 AMXG CDDAR Team Chief. Selected individual(s) will bring applicable Technical Data to aid the mishap and to evaluate structural damage.

### **3. Vehicle/Equipment Requirements:**

3.1. The 76th Aircraft Maintenance Group Commander (76 AMXG/CC) will make the final determination on unit vehicle/support equipment requirements, within the limits provided by allowance standard(s). See Attachment 3 for vehicle/support equipment requirements.

3.2. Vehicle Maintenance and Operations, 72 LRS/LGRV, will assist in locating additional trucks, tractor trailers, etc. up to the limits of the u-drive fleet, to transport CDDAR support equipment to the mishap site, as well as transport wreckage to the wreckage assembly point. 72 LRS/LGRV may institute the Vehicle Priority Recall Listing (VPRL) to provide support as needed. 72 LRS/LGRV will validate and coordinate any rental/lease agreements for additional tractors and trailers if required.

3.3. Depending on the nature of the mishap, associate units will be required to supply additional specialized equipment to support the recovery of their aircraft.

3.4. Civil Engineering Directorate, 72 ABW/CE, will provide available heavy equipment (bulldozers, dump trucks, etc.) and drivers to support recovery operations.

3.5. When 76 AMXG cannot support heavy equipment requirements such as additional cranes, AFSC/PZIO, Operational Contracting Branch, maintains a contingency vendor listing of contractors to provide cranes and other equipment for emergency operations. These are established with local suppliers in accordance with lease procedures established in AFI 24-302, Para 2.29. Any rental/lease must be coordinated through 72 LRS/LGRV prior to submission to contracting. The AFSC/PZIO or PZA representative to the EOC will be contacted to implement these leases.

### **4. Inspection and Inventory:**

4.1. 76 AMXG/SD will inspect all recovery equipment to include air bags, manifolds, jacks, slings, shoring, etc., for serviceability before and after each incident/exercise use. Periodic equipment inspections must be accomplished per intervals established in technical orders or as a minimum, annually.

4.2. Associate organizations may record inventory documentation according to their own procedures.

**5. 76th Aircraft Maintenance Operations Control Center (MOC) will:**

5.1. Notify the Oklahoma City Air Logistics Complex Commander (OC-ALC/CC) of an incident upon notification by the 552d Air Control Wing Command Post (CP).

5.2. When notified of aircraft mishap, inflight emergencies or ground incidents the MOC will notify the Ground Support Equipment Branch (QPO), Fuels Management Flight (72 LRS/LGRF) and the Aircraft Servicing Section Chief (Team Chief) (566 AMXS/MXDVAC), who will, in turn, notify CDDAR qualified personnel (Attachment 2). Notification will include call sign, aircraft type, nature of emergency, position of aircraft, pilot's intentions, estimated time of arrival (ETA), landing runway, wind, fuel remaining, personnel on board and known extent of the aircraft damage. Servicing Section must be contacted upon termination of emergency or incident.

5.3. For OC-ALC aircraft, ensure all aircraft records are secured by the respective maintenance squadrons. All other aircraft records will be obtained IAW TAFB Plan 91-1, *Aircraft Mishap Response Plan*.

5.4. Contact 72 LRS/LGRF, Fuels Management Flight, to impound any fuel trucks used during ground refueling operations if mishap occurred after aircraft refueling at or in Programmed Depot Maintenance Scheduling System (PDMSS) at Tinker AFB.

5.5. Request 72 LRS/LGRF de-fuel equipment be placed in standby status for possible uses in recovery operations (i.e., aircraft nose gear collapse).

5.5.1. 72 LRS/LGRF will obtain required fuel samples IAW TAFB Plan 91-1.

5.5.2. 72 ABW/SE will notify the base where aircraft was last fueled to obtain required fuel samples per TAFB Plan 91-1.

5.6. Contact the Aerospace Ground Equipment contractor that additional equipment (air compressors, light carts, jacks, etc.) may need to be transported to the incident site.

5.7. Contact appropriate squadron to identify subject matter experts (SME) in the event aircraft mishap involves PDM aircraft and to prepare necessary aircraft specific equipment upon request from 76 AMXG CDDAR Team Chief.

5.8. Coordinate with CDDAR Tow Team Supervisor to assemble tow team, tow vehicle and tow bar, to prepare for emergency tow of aircraft from runway.

**6. 76th Aircraft Maintenance Group (76AMXG) CDDAR Team Chief will:**

6.1. Be a senior NCO or civilian equivalent. 76 AMXG may waive the grade requirement by obtaining approval of the 76 AMXG/CC. This waiver will be tracked on the special certification roster (SCR). NOTE: Aircraft recovery efforts may require AFSC (Air Force Specialty Code) specific personnel to accomplish special tasks such as identifying and handling of classified equipment, life support or egress systems specific tasks, etc.

6.2. Establish the "working level" CDDAR program within 76 AMXG.

6.3. Develop, in conjunction with the Maintenance Training Flight, course control documents for crash recovery training.

6.4. Review support agreements, TAFB Plan 10-2 and TAFB Plan 91-1, annually. Provide inputs for changes as required.

6.5. Inform 566 AMXS/CL who, in turn, will inform 76 AMXG/CC, 72 ABW/CC and the CDDAR Program Manager in writing of equipment shortages/serviceability that precludes effective CDDAR support.

6.6. Ensure sufficient personnel/teams are trained and equipment is available to support CDDAR operations. This includes:

6.6.1. Basic equipment operation (e.g. light carts, air bag blowers, generators, etc.).

6.6.2. Familiarization and training on any unique characteristics/hazards/materials for aircraft (i.e. F-16 EPU hydrazine, C-130 ballast depleted uranium, aircraft composite materials, etc.) and document training. (See Para. 10.5)

6.6.3. Availability and proper use of personal protective equipment (PPE) as determined by technical data and the base Bioenvironmental Engineer.

6.6.4. 76 AMXG/MXDVAC CDDAR Team Chief will ensure an adequate number of the Servicing Section CDDAR personnel are respirator qualified and ensure Team Supervisor maintains a respirator program. 72 MDG Bioenvironmental Engineering Office (BIO) on-call cell phone number for after-hour incidents or mishaps is (405) 823-3949/593-7805.

6.7. Ensure special qualifications for personnel are identified and documented. Identify individual team member qualifications for specific equipment operations (e.g., towing, jacking, support equipment, special purpose vehicle, etc.). (See Attachment 2)

6.8. Ensure adequate tools and support equipment for recovery (i.e., air bags, slings, manifolds, tow bars, shoring, etc.) are serviceable and available. Maintain a list of all CDDAR tools and equipment.

6.9. Conduct/participate in annual training exercises. Coordinate exercises with the 72 ABW/IG Inspection Branch (72 ABW/IGI).

6.10. Annually demonstrate team's capability to recover crashed/damaged small and large aircraft.

6.11. CDDAR exercises must be coordinated with Quality Assurance and applicable wing agencies.

6.12. CDDAR exercises will consist of lifting device positioning, sling hookup and simulating hoisting or lifting. Accomplish hoisting or lifting IAW applicable aircraft T.O. During hoisting or lifting exercises, observe surface wind limitations. NOTE: When using a crash crane, the unit will accomplish removal procedures up through attaching the lifting sling to aircraft and applying tension to cables. When ground instructional trainer aircraft (GITA) or aircraft battle damage repair (ABDR) aircraft are used, the aircraft should be lifted.

6.13. Coordinate with unit QA Weight and Balance manager when weight and center of gravity (CG) conditions are unknown.

6.14. Coordinate recovery actions with the appropriate contractor(s) and weapons system expert(s) as needed.

6.15. If required, request a tow vehicle with tow bar, tow vehicle operator, Tow Team Supervisor/or Tow Team Leader to stand by during recovery operations. Tow Supervisor/or Tow Team Leader will take direction from the 76 AMXG CDDAR Team Chief. Tow team will remain available to the CDDAR Team Chief for any assistance necessary to aid in the aircraft recovery.

6.16. Ensure team supervisors maintain a call out roster of all CDDAR Team Members to ensure supportable 24-hr operations to support aircraft mishaps/incidents as directed by the 76 AMXG/CC. NOTE: There are two distinct phases of an aircraft mishap response and recovery. First responders face the probability of an aircraft fire. As any composite material burns, gases, vapors and solid particles are released into the smoke plume. Recovery team members may be exposed to fibers and inhalable dusts as aircraft parts are moved, modified by cutting, breaking, twisting or hammering. Personnel tasked to participate in a crash or post-crash response, recovery, maintenance and/or clean-up operations must be aware of/briefed on all possible health issues involved. Units must ensure local policies and procedures for handling crash damaged composites are addressed, including training and personnel protective equipment.

**7. 72 ABW, through the Emergency Operations Center (EOC) and the Incident Commander (IC) will:**

7.1. Ensure all emergency response actions are completed and it is safe to approach the aircraft before directing the 76 AMXG CDDAR Team Chief to begin recovery operations.

7.2. Provide for the incident site security and maintain the site cordon as long as necessary as directed by the IC. (72d Security Forces Squadron (72 SFS))

7.3. Provide vehicle and fuel support per paragraphs 3 and 5, above. (72d Logistics Readiness Squadron (72 LRS))

7.4. Direct all personnel to stay clear of the recovery site unless requested by the IC.

7.5. The IC may establish a staging area to hold equipment until required at the site. The Maintenance representative on site will ensure CDDAR teams and all additional maintenance response personnel are briefed on staging area procedures and site safety requirements.

7.6. Provide contracting support to obtain any required equipment and supplies not available on base. The Operational Contracting Division (AFSC/PZIO) maintains an Emergency Management Contingency Kit (kit contains binder with contracting and emergency management regulations, contingency vendor listing, laptop, maps, admin forms, etc.). The contingency vendor listing contains names/numbers of contractors who have verbally pledged to respond 24-7 if called. The AFSC/PZIO representative to the EOC will let a contract with the vendor for the required material when notified by the CDDAR team.

7.7. Provide relief facilities (porta-johns) to the incident site as needed. These will be requested through the 72 ABW/CE Customer Service Desk, 734-3117. Movement to the site must be coordinated with 72 OSS.

7.8. Ensure requirements of TAFB Plan 91-1 are accomplished. (72d Air Base Wing Safety Office (72 ABW/SE))



**8. Reports: IAW AFI 10-206, *Operational Reporting*.****9. CDDAR Recovery Team Qualifications:**

9.1. All team members must be qualified in basic CDDAR operations IAW AFI 21-101, AFMC Sup 1, Addendum A, Para 11.1.6.

9.2. All qualifications for civilian team members will be recorded in Production Acceptance Certification. Qualifications for military team members will be recorded in their organization's appropriate training records.

9.3. Ensure the CDDAR Team Chief and alternate and organizational Maintenance Officers assigned to CDDAR Team support are familiar with Disaster Response Force (DRF) procedures by taking the Air Force Emergency Management Program Course (AFEMPC). CDDAR operations are part of the recovery phase of incident management and these individuals must understand their basic role in order to direct the team operations.

**10. Training Requirements:**

10.1. All team members must be trained in recovery procedures according to AFI 21-101, AFMC Sup 1, Addendum A, Para 11.1.7, MDS specific technical data, other applicable Air Force and MAJCOM directives and unit-developed training guides.

10.2. All recovery team members must receive initial/annual training comprised of both academic and hands on training/exercises which should include actual lifting of an aircraft. Aircraft lifting exercises may be accomplished by using owned aircraft, utilizing training hulks or participating with other organizations possessing training assets. Ensure all training is documented in the appropriate system for civilians and military members. NOTE: Training will be accomplished IAW T.O. 00-80C-1, para 2.3.2. Although 76 AMXG aircraft are "depot possessed", they are not "unit" possessed. 76 AMXG will not accept the risk of lifting "depot possessed" aircraft. Also, if 76 AMXG personnel attempt actual lifts on aircraft, this would require scheduling depot aircraft for this training and impact production. Follow on (refresher) training can be accomplished organically at the unit's discretion. If possible, all team members may be able to train on one of the associate unit's aircraft when that unit accomplishes their training.

10.3. Environmental, Safety and Health Hazards: The key for developing a safe and effective CDDAR program is communication and coordination. The unit maintenance crash recovery OPR must ensure the 72 MDG Bio-Environmental Engineering Flight (BEF) is consulted and directly involved in determining personnel health hazards, training required and appropriate levels of PPE.

10.4. 72 ABW/IGI will assist the Host wing, OC-ALC Training Office and unit training offices in scheduling and managing training exercises for CDDAR recovery personnel. This can be done in conjunction with a scheduled Major Accident Response Exercise (MARE) or as a separate training event.

10.5. The BEF will provide comprehensive just-in-time training for emergency and first responders and CDDAR Team members to include the potential health hazards associated with the downed aircraft and the appropriate protective measures to be utilized during response or recovery operations. This may also be required for non-assigned aircraft accidents that Tinker responds to. (NOTE: 72 ABW/CEF already has this training as part of

their aircraft familiarization course). The CDDAR Team should also develop and maintain team specific hazard communication presentation for potential airframe responses.

**11. Aircraft Servicing Section (566 AMXS/MXDVAC) will:**

11.1. Carry out custodial and storage responsibilities for special purpose equipment specifically assigned to the crash recovery mission.

11.2. The CDDAR Team Chief will maintain recall rosters and coordinate with the MOC as to status of the CDDAR team during off duty hours when notified of a crash event. (See Attachment 2)

11.3. Contact and ensure CDDAR team is assembled and available to respond to the recovery site when directed by the IC.

11.4. Assemble CDDAR crash trailer and equipment for rapid response to crash site upon request of IC. Transportation of the CDDAR crash recovery trailer and equipment in support of an off base mishap operation will be made upon the authorization of the IC.

11.5. Ensure complete safety briefings are given detailing hazards to personnel and equipment and ensure proper PPE is available and properly used.

11.6. Team will notify the MOC who, in-turn, will report and provide the IC with the number of qualified 566 AMXS/MXDVAC personnel and available equipment.

11.7. If required, provide a tow vehicle with tow bar, tow vehicle operator and tow team to stand by during recovery operations. Tow team will take directions from the CDDAR Team Chief or the IC. The tow team will remain available to the CDDAR team for any assistance necessary to aid in aircraft recovery operation.

11.8. Request additional expertise or equipment through the MOC. If the items or personnel are not under the jurisdiction of 76 AMXG they will be requested through the IC.

11.9. Be responsible for directing and coordinating CDDAR operations as directed by the IC or the CDDAR Team Chief.

11.10. For longer term recovery operations , the team chief can request a porta-john to be placed near the incident site through 72 ABW/CE, Customer Service Desk, 734-3117 (24/7 number). This must be approved by the Airfield Manager, 72 OSS/OSAM, 734-2191. The team chief will need to arrange to escort the delivery vehicle while on the airfield. CAUTION: The crash site will only be disturbed to the extent necessary to eliminate a situation that is detrimental to the aircraft, support equipment or personnel. The area will be maintained in an undisturbed state until the aircraft is released to the Safety Investigation Board (SIB) President by the IC or appropriate authority. Once the SIB has determined the aircraft can be moved, the aircraft will be turned over to maintenance by the SIB President. Once recovery actions begin, ONLY personnel designated by the CDDAR team will enter the recovery area.

**12. Tinker AFB Associate Units will:**

12.1. Assign unit personnel to support CDDAR duties. The associate unit team will be prepared to perform assigned airframe related maintenance duties and assist and provide expertise in CDDAR situations to the CDDAR Team Chief for the recovery effort.

12.1.1. The 552 MXS R&R Section Chief will ensure a minimum of two certified team chiefs and five qualified team members.

12.2. Determine type and quantity of specialized CDDAR tools, equipment and personnel required to recover their organization's aircraft. Associates will procure and maintain specialized equipment to support recovery of their aircraft. Associates will establish an inventory listing and coordinate with 72 LRS to ensure accountable items are listed on organizational equipment accounts. Changes in required resources will be identified to the CDDAR Team Chief within 60 days.

12.2.1. Associate units will coordinate their specialized equipment requirements with other flying units and the CDDAR Team Chief to avoid duplication of inventories.

12.2.2. If the CDDAR Team Chief needs a piece of specialized equipment possessed by any associate unit to recover an aircraft, the team chief will direct the possessing unit to provide the needed equipment for the recovery operation.

12.2.3. The 552 MXS currently has and maintains the following specialized equipment to perform aircraft jack operations: aircraft jack pads, 30 ton jacks, and 40 ton jacks. The 566 AMXS currently has and maintains all other required specialized equipment to support CDDAR capabilities. The 552 MXS R&R Section Chief will ensure an annual review of technical data is accomplished and tracked in the maintenance flight support section tool accountability system for all E-3 aircraft modifications to determine if any new specialized equipment is required to support recovery efforts.

12.3. 552 ACW and 507 ARW: Provide support augmentees to the CDDAR Team Chief as needed (consider personnel from all AFSCs for unique aircraft requirements (e.g. classified handling).

12.3.1. When requested, 552 MXG will provide support augmentees. 552 AMXS will provide personnel for ground handling of E-3 aircraft (e.g. de-fuel, LOX drain and towing) and 552 MXS will provide personnel to declassify the aircraft.

12.4. STRATCOMMWING-1 (SCW-1): Train and qualify assigned Emergency Reclamation Team (ERT) personnel/CDDAR members in accordance with COMNAVAIRFORINST 4790.2, OPNAVINST 5100.23, OPNAVINST 3750.6 and SCW-1 Naval Aviation Maintenance Program Standard Operating Procedures (NAMPSOPS).

12.5. Inspect and maintain assigned CDDAR resources. Notify the CDDAR Team Chief, 72 ABW/CC and the CDDAR Program Manager in writing if any of their assigned equipment/resources are out of service.

12.6. Initiate their organization's crash recovery checklist in the event of a mishap.

12.6.1. The 552 ACW crash recovery checklists are located in the 552 ACW Mishap Response Plan 91-1.

12.7. Take part in all training required by 76 AMXG. 76 AMXG will be the overall training coordinator.

12.8. Submit all required reports to their organization's higher headquarters in the event of a mishap.

12.8.1. The 552 ACW will direct all documents to the 552 ACW/SE.

12.9. Provide the EOC, 76 AMXG MOC and the CDDAR Team Chief points of contact for recall of their organization's CDDAR support team.

12.9.1. The 552 MXS Production Supervisor will serve as the 552 MXS crash recover point of contact. The Production Supervisor will notify 552 MXS R&R Section Chief to provide CDDAR personnel. Any changes to support team rosters and/or qualifications of personnel will be submitted to the 76 AMXG CDDAR Team Chief.

### **13. Transient Aircraft:**

13.1. Transient Alert (72 OSS/OSMT) will respond to the IC as requested through the EOC to provide initial site assessment for the aircraft involved.

13.2. Airfield Operations (72 OSS/OSA) will notify and coordinate with the aircraft's home station of assignment for required expertise, personnel and support equipment.

13.3. The 76 AMXG CDDAR Team will recover transient aircraft if possible. If the expertise and equipment required to perform CDDAR operations are beyond their capabilities the aircraft's home station will have to provide support. In some cases the 76 AMXG CDDAR Team Chief or the IC may request assistance from associate units for the recovery of transient aircraft. (In some cases the CDDAR Team Chief may be able to request support from 76 AMXG or another installation's Expeditionary Maintenance (EDMX) team, if available.)

13.4. If weapons are on board the aircraft an EOD team will need to be requested IAW TAFB Plan 10-2.

STEPHANIE P. WILSON, Colonel, USAF  
COMMANDER

## Attachment 1

## GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

*References*

AFI 10-206, *Operational Reporting*  
AFMC Supplement 1 to AFI 10-206, *Operational Reporting*  
AFI 21-101, *Aircraft and Equipment Maintenance Management*  
AFMC Supplement 1 to AFI 21-101  
AFMC Supplement 1 to AFI 21-101, Addendum A  
AFI 23-101, *Material Management*  
AFMAN 10-2504, *Air Force Incident Management Guidance for Major Accidents and Natural Disasters*  
TO 00-105-9, *Aircraft Emergency Rescue Information*  
Tinker AFB Plan 10-2, *Installation Emergency Management Plan (IEMP)*  
Tinker AFB Plan 91-1, *Aircraft Mishap Response Plan*  
*552 ACW Mishap Response Plan 91-1*  
*COMNAVAIRFORINST 4790.2, OPNAVINST 5100.23, OPNAVINST 3750.6*  
*SCW-1 Naval Aviation Maintenance Program Standard Operating Procedures (NAMPSOPS)*

*Adopted Forms*

AFTO Form 244, *Industrial/Support Equipment Record*  
AF Form 847, *Recommendation for Change of Publication*

*Abbreviations and Acronyms*

**507 ARW**— 507th Air Refueling Wing  
**552 ACW**— 552d Air Control Wing  
**76 AMXG/CC**— 76th Aircraft Maintenance Group Commander  
**ABW**— Air Base Wing  
**AFB**— Air Force Base  
**AFLCMC/HBSLB**— Process Control and Improvement Division  
**AFSC**— Air Force Sustainment Center  
**AFSC**— Air Force Specialty Code  
**AMXG**— Aircraft Maintenance Group  
**BEF - 72 MDG Bio**—Environmental Engineering Flight  
**CAT**— Crisis Action Team

**CDDAR**— Crashed, Damaged or Disabled Aircraft Repair

**CE**— Civil Engineering

**CG**— Center of Gravity

**CP**— Command Post (552 ACW/CP)

**EOC**— Emergency Operations Center

**HAZMAT**— Hazardous Materials

**IC**— Incident Commander

**IEMP**— Installation Emergency Management Plan

**MAJCOM**— Major Command

**MARE**— Major Accident Response Exercise

**MDS**— Mission Design Series

**MIS**— Maintenance Information System

**MOC**— Maintenance Operations Center

**OC**—**ALC** - Oklahoma City Air Logistics Complex

**PDM**— Programmed Depot Maintenance

**PDMSS**— Programmed Depot Maintenance Scheduling System

**PPE**— Personal Protective Equipment

**QA**— Quality Assurance

**SA**— Support Agreements

**SCW-1** - Strategic Communications Wing ONE or—**STRATCOMMWING-1** (Navy)

**SCR**— Special Certification Roster

**TA**— Transient Alert

**TO**— Technical Order

**USAF**— United States Air Force

## Attachment 2

## 76 AMXG/MXDVAC AIRCRAFT CRASH RECOVERY TEAMS

Table A2.1. Positions and Extensions.

CRASH RECOVERY TEAM CHIEF: 736-7811	
<i>TEAM # 1</i>	<i>TEAM # 2</i>
Team - 736-7811	Team - 736-7811
Crane Operators (3) - 736-5283	Crane Operators (3) - 736-5283 Tractor Trailer
Ground Crew (2) - 736-5283	- 736-5283 Ground Crew (2) - 736-5283
Tow - 736-2550	Tow - 736-2550
Tow Team - 736-2550	Tow Team - 736-2550
The following personnel may be contacted in the event none of the primary personnel are available or other assistance is needed.	
Tail Walker - 736-2550	
Tractor Trailer - 736-5283	

**Attachment 3****CRASH TRAILER EQUIPMENT INVENTORY**

**A3.1. The CDDAR equipment inventory will be maintained by the CDDAR Team Chief electronically.**



## Attachment 4

## MAINTENANCE CRANE OPERATOR REPRESENTATIVE CHECKLIST

Table A4.1. Maintenance Crane Operator Representative Checklist.

	MAINTENANCE CRANE OPERATOR REPRESENTATIVE CHECKLIST
1.	Equipment Readiness:
a.	Ensure all vehicles and equipment are fueled.
b.	Conduct vehicle/equipment, operator maintenance inspection for serviceability.
c.	Ensure all associated slings (nylon & cable), shackles are within nondestructive inspection and inspection dates.
d.	Ensure all slings and shackles are loaded and secured properly for overland movement.
e.	Ensure 12 Ton Lift Bags are leak tested, loaded and secured on 40-ft Float for overland movement.
f.	Ensure Crash Blowers are loaded and secured on 40-ft Float for overland movement.
2.	Technical Data:
a.	Respective Weapons system will have and furnish all TO references.
b.	Crash Recovery Team will supply appropriate TOs pertaining to equipment required by team.
c.	TOs for Crash Recovery Team will be electronically maintained.
3.	On-Base Accident--Immediate Actions:
a.	Assemble at a pre-designated location. Report to the accident scene when requested by the Incident Commander.
b.	Provide Incident Commander with equipment listing and capabilities.
c.	Take part in Recovery planning meeting.
d.	Notify equipment operators of recovery plan.
e.	Shift equipment operators' work schedules to accommodate recovery plan time limit.